

# BLOWING IN THE WIND

NEWLETTER FOR SAILING AND DINGHY SECTIONS OF CYC

16-1-18

## *Upcoming Events*

**Twilight Race-6.25pm-Wednesday 17<sup>th</sup> January**

**Keelboats-Club Start Race-2pm-Saturday 20<sup>th</sup> January**

**Dinghies-Consistency Race -10am-Sunday 21<sup>st</sup> January**

## KEELBOAT NEWS

This year we have been able to get our sailing program booklet printed. This booklet includes the Keelboat Sailing Instructions, Courses and program.

These documents are also available on the Club Website in the Sailing section.

Here is the first month, so you can put these dates in your diary prior to Opening Day (when you will receive this booklet)

### **JANUARY**

17-Jan-18 WED 1825 Twilight

**20-Jan-18 SAT 1400 CLUB START "Australia Day Race"**

24-Jan-18 WED 1825 "Australia Day " Theme Twilight

28-Jan-18 SUN 1400 NO RACING AT CYC

31-Jan-18 WED 1825 Twilight

### Reminders:

Rostered Starter for Twilight for Wednesday 17<sup>th</sup> January is: Robert  
Rostered Boat: "Vagabond" Robert King

**Rostered Starter for Twilight for Wednesday 24<sup>th</sup> January is: Wilma Poland**  
**Rostered Boat is: "Tramp" Simon Lawson**

**Les Bartlett**

**"Panache crewman and all round good bloke-You will be missed**

On the evening of Wednesday December 27<sup>th</sup>, C Y C. Crew Member Les Bartlett, sailing mate and dear friend of Allan and Peter of Panache, passed away at home amongst his family.

Les joined Panache during the mid 90s after crewing for Ron Tuckwell on his M27 and then sailed with Panache until recently.

He had always been a sailor, beginning with his sea scouts days during World War 2 when, as a teenager, he searched Matilda Bay for drifting debris that could obstruct flying boats taking off and landing on their missions. As soon as he reached the age of enlistment he joined the RAN as a signals officer. serving with the Japan Occupation Forces. He told us that he had the best job on board, as he was on the ships bridge with the commanding officers and always knew what was happening, all around, before anyone, even the Captain, as he relayed the signals.

He loved sailing, especially off shore, saying that there were no cobwebs on the water and was deeply committed to the club. In retirement he was an " Old Salt " in every way and a fine, principled man.

He will be deeply missed by his family and friends and the 'yachties' and club members who knew him.

Written by Peter Dear

**Saturday 13<sup>th</sup> January**

With a much quieter day compared to Sunday 7<sup>th</sup> January five (5) boats left the pens and moorings to what turned out to be great day sailing. With the exception of Serana who had a pulley at the top of the mast decide to break/jamb the four other boats had a bit of a "match race". Serana's incident meant that she did not actually start as the problem was noticed just before they got to the end of the channel leading to the start line. Andalusia and Beaujolais fought one another off most of the day with Beaujolais finishing 2 minutes 23 second in front of Andalusia. Andalusia had just replaced an inner port side stay a day or so earlier and was "taking it easy" as they did not want to break anything else. Second Wind and Paprika chased one another around the course with Paprika pulling out at the end which allowed Second Wind to finish in just 2 hours 7 minutes and 2 seconds to close the day. Paprika is a Space Sailor 22 from Nedlands which, approximately 8-9 years ago was a Claremont Boat. It has been purchased by Todd Whitfield who used to sail with Kevin Kiddey on Theseus. Welcome back Paprika and welcome to Todd, we all wish them the very best for the rest of the sailing season. If there are any queries regarding courses or sail times please do not hesitate to contact either Robert Jeffery or myself, we have plenty of Sailing fixtures booklets for you and your crew.

Results were: First and Fastest : Beaujolais (Arthur Poland and Ann Caddick), Second: Andalusia (Chris Cochran and crew) and Third: Second Wind (Kingsley Port and John Steinhardt). Hopefully Serana will have fixed their problem by the next twilight and Saturday race. Thank you to Rear Commodore Rob Boykett for setting the Burnside Buoys and for the Boykett Clan for retrieving them. My thanks to Kevin Kiddey (no crew for Theseus today) and Andrew Caddick for the assistance in the Start Box today, very much appreciated indeed.

Flags: As promised here are some interesting notes on the "Etiquette" of flags. With thanks to Google "australianflags.com.au".

Code flag "H" White on the hoist and Red on the fly = I have a pilot on board

Code flag "P" Blue with a White square in the centre = preparing to or about to sail.

There are a number of "dos and don'ts" of flag etiquette for those who want to display correctly as different to merely hanging anything off the mast.

The correct and only flag that should be flown from the stern or the gaff on Australian vessels is the Australian National Flag (Blue) or the Australian Red Ensign.

If you wish to "dress" your yacht/boat then there is an order that should be followed.

E, Q, pennant 3(p3), G, p8, Z, p4, W, p6, P, p1, Code T, Y, B, X, 1<sup>ST</sup> Sub, H, 3<sup>rd</sup> Sub, D, F, 2<sup>nd</sup> Sub, U, A, O, M, R, p2, J, p0, N, p9, K, p7, L, C, S.

I know that on opening day several boats "dress" up and they look great, so here is the challenge – do you have all the flags?

If anyone has more information on flag and would like to publish it in "Blowing in the wind", please send it to Ann Caddick or leave it at CYC reception to be passed to her.

Happy sailing

Wilma Poland

## THANK YOU



Without our volunteers we would not be able to go out and enjoy the sport that we love. So it is important to thank these people.

**Thank You to our Starters for Wednesday 10<sup>th</sup> January-Wilma Poland**

**Thank You to our Starters for Saturday 13<sup>th</sup> January- Wilma Poland, Andrew Caddick and Kevin Kiddey.**

Without these kind members, giving up their time on Wednesdays and Saturdays we would not be able to enjoy the racing and friendship and CYC.

Thank you very much for the time that you put in at CYC to enable us to go sailing.

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This year we have been able to get our Dinghy program booklet printed. This booklet includes the Dinghy Sailing Instructions, Courses and program.

These documents are also available on the Club Website in the Dinghy section.

Dinghy Program will be included in the Booklet which will be available on Club Opening Day on Saturday 14<sup>th</sup> October

Here is the first month of racing for you to put into your diaries prior to the season starting when you will receive your booklet.

## JANUARY

21-Jan-18 SUN 1000 Consistency

**24-Jan-18 WED 1825 “Australia Day” Theme Twilight**

28-Jan-18 SUN 1000 Consistency - AUSTRALIA DAY WEEKEND

### Sunday 14-1-18

Ice ages and civilisations have come and gone, mighty mountain ranges have risen up to lofty heights only to be eroded away over the millennia since I managed to snare an elusive win at CYC.

Last time controversy raged, some even resorted to evoking a cave dwelling, purple lycra with undies on the outside wearing hermit who talks to his horse in a vain attempt to keep the rebels under control. So I will do my best and not mention the war...

It was an ominous start to the morning with news of rain and storms on the way with a blanket of smoke from a bushfire that did, during race two, manage to descend down onto the course. The tri-race format was set beautifully with a compact unbiased start and a course direction that held up to the wildly swinging breezes. Well done to the course and start crew!

Race one had every one on edge. There was plenty of close quarter racing at the first flag drop. Duncan and several others found themselves on the wrong side of the line at the start. At this point the rest of us, in the full glow of the red mist, just kept on racing. Why throw away a brilliant start on a general recall? After Bob had rounded up the field and Duncan did his best to entertain the starting crew with some slapstick comedy (I'll let Duncan explain that one) we managed to have a clean start.

The rest of the race was a bit of a blur for me. After a beautifully executed messed up start where I ended up blanketed by boats I had my work cut out to try and extricate myself from all the bad air. It was either this race or race two where I kept having to duck around Nigel. Now, you know you are having a good day when Nigel is constantly in your path! I think Mal won this race but I was distracted with my targets ahead. Both Scott and Mark were having a massive blow for blow battle right up to the finish line. Scott had Mark's measure for most of the race but Mark was not giving up. The last leg to the finish Mark laid down several tacks to break Scott but Scott covered beautifully. Scott took out that radial race with Mark a whisker behind.

In race two I started in better form – well it was until it was obvious I was stuck on the wrong tack out of the line with several boats holding me down there. Again some hard work to extract myself I found that the pack had split by the first buoy and I was at the tail end of the lead pack! Trouble was Scott was still in front plus a number of full rigs Mal, Justin Nigel and Duncan(?). Try as I might I could not catch Scott as he was just too good. I thought I had a good chance in the last leg when I tried the same tacking duel as Mark and had the good fortune of Andrew throwing Scott

off my tack. Only problem was, Scott and Andrew were in the "right" tack and Scott and Andrew pulled away in the sprint to the finish. In the Radials that was two from two for Scott.

Race two saw Don retire with a screw loose. ....Oh..... I should explain that was a screw loose that his mischievous mainsheet kept courting at the most inconvenient moments. Unable to keep the two apart, Don yielded and headed for shore.

Race three's start ....well I'm sure someone got a good start! I didn't notice as I was still in the water trying to right my boat after taking a plunge in similar fashion to Duncan in race one. Once again nose the grind to try and make up lost time. This time Scott and Mark were at it again but further down in the pack as several full rigs (the usual suspects Mal, Justin, Nigel, Andrew and Duncan) pulled away. The last run down to the bottom mark saw a strong gust well up and slam the leading pack. Unfortunately Scott ended up in the drink and that Radial battle was over. (Did I spy a Ross hull, I mean a red hull, belly up sometime after this?).

Apologies as I don't have the results of the individual races on hand to report with. I know I spotted Justin sprinting away at times, Mal also with his new sail so too Duncan. Also noticed Graeme and the foxy Steve putting on some moves and radial Rob was not far behind me at times.

The combined results were very close, and I do mean close.

Fastest Full Rig (by 9 seconds) was Mal McKercher from a charging Justin Rose.

Fastest Radial, after pulling a Bradbury, was me (by 1 second) from Mark Edwards. Scott, this should have been yours after those two great finishes.

Handicap results were

6 – sees Duncan Munro continue his good form (my pick for leader of the club championship thus far)

5 – The wily Steve Fox. Great mastery of the tricky conditions

4 - The irrepressible Mal McKercher

3 – Radial Rob Heyes shows he is coming to terms with the radial sail very well.

2 – Justin Rose or should that be Just Missed Rose as again there was only 6 seconds to the top spot.

1 – well .....the author of this tale...

See you all in a couple of weeks as I'm working away next week.

Rod Stone (202711 Limitless).

**Please send articles to: [annandrew@inet.net.au](mailto:annandrew@inet.net.au)**

**OR** [membership@claremontyachtclub.org.au](mailto:membership@claremontyachtclub.org.au)

**Please note articles need to reach Ann Caddick by Sunday evening for your article to be included in that weeks BIW. If you are sending them to the Office please try to do it by Monday otherwise send straight to AC. Thanks**